

CHP 555D

INSTRUCTION MANUAL - DRAFT

TRUCK / BUS COLLISION SUPPLEMENTAL REPORT

The information on the CHP 555D is required by the Federal Motor Carrier Safety Administration (FMCSA). This information on interstate and intrastate carriers is provided by the State of California to the FMCSA by entry into the SAFETYNET system. FMCSA uses the data to target unsafe carriers for more in-depth investigations. A poor safety record can lead to a carrier losing its operating authority. Missing or inaccurate carrier information when reporting on a qualifying crash can allow “unsafe” carriers to escape regulation or cause “safe” carriers to inappropriately have their safety records affected.

Instructions

When to Use This Supplement:

If reporting on a crash with at least one motor vehicle in-transport operating on a trafficway open to the public and that crash results in:

A Fatality: Any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash, **OR**

An Injury: Any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene, **OR**

A Tow-Away: Any motor vehicle (truck or truck combination, bus, car, etc.) is disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle.

Then this supplement must be completed for **ANY** vehicle included on the primary crash report that has:

- A gross vehicle weight rating (**GVWR**) of more than **10,000 pounds** or a gross combination weight rating (**GCWR**) of more than **10,000 pounds**, **OR**
- **Seats to transport nine (9) or more people**, including the driver's seat, **OR**
- **A hazardous materials placard** (regardless of the vehicle's weight).

***Note** – This **includes government vehicles** and **personal rental vehicles** (e.g. - Uhaul, Penske). This excludes non-commercial personal use vehicles (e.g. – private citizen utilizing a boat trailer or a large family traveling in a 10-passenger van).

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General Information

These are report fields from the primary collision report (CHP 555) that are included on the supplement (CHP 555D) to associate a supplement with its primary collision report.

Party Number: Use the same Party Number for this vehicle as recorded on the CHP 555.

Date of Collision: Must match the date from the primary collision report (CHP 555).

Time: Use the time recorded on the primary collision report (CHP 555).

NCIC Number: Use the NCIC Number recorded on the primary collision report (CHP 555).

Officer ID: This will be the ID number for the officer completing the supplement.

Number: Must match the Local Report Number from the primary collision report (CHP 555).

Qualifying Information

The data recorded in this section follows the criteria outlined for completing this form.

This form is being completed because this vehicle is: Check which qualification this vehicle meets for inclusion on this supplement. If more than one is met, check all that apply.

- ☐ A truck or truck combination > 10,000 lbs. GVWR/GCWR
- ☐ A bus with seats for 9 or more persons, including the driver seat
- ☐ A vehicle of any type with a hazardous materials placard
(includes auto, light truck, van, 10,000 lbs. or less)

Number of: In the spaces provided record how many of each of the following occurred in the crash this vehicle was involved in:

- The total number of vehicles involved in the crash
- The number of persons sustaining fatal injuries
- The number of injured persons transported for immediate medical treatment
- The number of vehicles towed from the scene due to disabling damage

***Note - Disabling Damage (Code of Federal Regulations):** Damage which precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. It includes damage to motor vehicles that could be driven, but would be further damaged in doing so. It excludes damage to tires, headlamps or taillights.

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At the time of the crash, THIS vehicle was: Record if this vehicle was in-motion within the trafficway (In-Transport) or stopped other than in a travel lane (Parked) at the time it became involved in the crash.

- ☐ Operating on a Trafficway open to the public (In-Transport)
- ☐ Parked on or off the Trafficway

Commercial Driver License (CDL): A license class is a designation assigned by the authorizing state issuing a driver license to the individual. The class indicates the types of vehicles the individual is authorized to drive. Drivers in all states have been required to have a CDL in order to drive specific classes of “commercial” vehicles since 1992. The hierarchy of the CDL classification system is structured to permit drivers to operate vehicles of a specific class and all lower classes (e.g. – Class A also qualifies for Class B and Class C vehicles).

Record if the driver of this vehicle has a CDL (Commercial Class A, B, or C). Do not take into consideration whether the driver was operating a vehicle not permitted by the class they were issued.

Commercial Driver License (CDL):

- ☐ Yes
- ☐ No

Then record the class of license issued to this driver by the licensing state.

CDL License Class (Check One):

- ☐ **A** - Combination vehicles with a GCWR of 26,001 or more pounds provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.
- ☐ **B** - Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.
- ☐ **C** - Any single vehicle or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is placarded for hazardous materials.
- ☐ **D** - Standard Operator's or Driver's License for the operation of automobiles and light trucks for states that separate these vehicles from Class C. Under the California license classification system this would be the same as a “Basic Class C” license.
- ☐ **M** - License issued to the operators of motorcycles and motorized scooters. Note that in California M1 or M2 class licenses must be added to a valid Class C or higher license.

Important Note: The CDL weight limits and seating capacities are greater than those used in the guidelines for reporting a vehicle on this form. It is important to recognize that vehicles that do not qualify for the CDL Classes A, B, and C as outlined above still may qualify under the reporting criteria for inclusion on the CHP 555D.

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Vehicle Information

Vehicle Configuration: Provides information about the general size and design of the motor vehicle. This element is important to evaluate the types of motor vehicles that have the most crashes and the effectiveness of various safety counter-measures.

Record the applicable code for the configuration of the vehicle. See Appendix A for definitions and examples. Examples are also included on the back of the CHP 555D.

Cargo Body Type: A description of the vehicle's primary cargo carrying capability, it provides additional information about the motor vehicle. The information it provides can be important in helping to make decisions on regulatory strategies for different types of motor vehicles.

Record the applicable cargo body type of the vehicle. See Appendix A for definitions and examples. Examples are also included on the back of the CHP 555D.

GVWR/GCWR: Gross Vehicle Weight Rating (GVWR) and Gross Combination Weight Rating (GCWR) are manufacturer designated weights, not the loaded weights from the bill of lading or the scaled weight of the vehicle. GCWR is the sum of all GVWR's for each unit in a combination-unit motor vehicle and should be used when recording the weight of qualifying combination vehicles. The use of GCWR to determine selection becomes especially important when vehicles that would NOT qualify by GVWR alone are involved in crashes when pulling a trailer.

Record the applicable category for the single vehicle's gross vehicle weight rating (GVWR) or combination vehicle's gross combination weight rating (GCWR). This information is found on the certification label located on the driver's door or door frame, cab behind the seat or driver-side visor. The label for trailers should be affixed to a location on the forward half of the left side.

Indicate:

- 1 - 10,000 lbs. or Less
- 2 - 10,001 – 26,000 lbs.
- 3 - Greater than 26,000 lbs.

Use gross combination weight ratings (GCWR) for truck combinations.

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Bus Use: Indicates the specific category of passenger transport in which this vehicle is engaged. **Record the applicable bus use for this vehicle.**

Choose from the following (See definitions below):

- 0 – Not a bus
- 1 – School (public or private)
- 2 – Transit
- 3 – Intercity
- 4 – Charter
- 5 – Other

0 – Not a Bus – use for any vehicle with less than 9 seats, including the driver.

1 – School (Public or Private) – any public or private school or district, or contracted carrier operating on behalf of the entity, providing transportation for K-12 pupils.

2 – Transit – an entity providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas (e.g. - City Metro Bus or Trolley on tires)

3 – Intercity – a company providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (e.g. – Greyhound, Trailways).

4 – Charter – a company providing transportation on a for-hire basis, usually round-trip service for a tour group or outing. (Includes a limousine service with 9 or more seats)

5 – Other – all bus operations not included in the previous categories. These include private companies providing transportation services for their own employees and others (hotel shuttles, etc.), non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections).

Hazardous Material Involvement: A Hazardous Material is any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Getting good data on crashes involving Hazardous Materials helps focus enforcement efforts.

1. **Record if this vehicle has a Hazardous Material Placard (Yes or No).**

If you indicated YES:

2. **Record the four (4) digit ID number or Name, then**
 - This information is found on an orange panel or a white “square-on-point” panel. If no number is used, record the hazmat name indicated
3. **Record the Class Number from the bottom of the diamond.**
 - This can be a one digit or one digit number with a decimal.
4. **Record if any placarded material was released from this vehicle’s cargo (Yes or No).**
 - Leakage of fuel or oil carried by the vehicle for its own use DOES NOT qualify.

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If there is a situation where a vehicle is transporting more than one hazardous material by class and/or Identification number, record the information on the material based on the following hierarchy.

1. If there is a release, record the information on the material that was released.
2. If there are hazardous materials present from Table 1 and Table 2, record the material from Table 1. **(Table 1 Includes Hazard Class or Divisions: 1.1, 1.2., 1.3, 2.3, 4.3, 5.2, 6.1, 7)**
3. If there are multiple materials from the same Table, record the material that is present in the greatest quantity.

***Note - Placards should be on all four sides of the vehicle. Vehicles carrying hazardous materials are required to carry shipping papers containing the HM Class and ID number (or name). The ID number is usually shown on the shipping papers preceded by the abbreviation "UN" for United Nations. Shipping papers must also accurately communicate the hazards of the materials being transported and contain an emergency response telephone number.**

Motor Carrier Information

The information for the entity responsible for the load on the trip on which the crash occurs should be recorded in this section of the supplement. This may or may not be the company on the vehicle door or trailer. In order to determine the carrier responsible and locate that carrier's information it is important to utilize all the sources of information available.

A Motor Carrier is the business entity, individual, partnership, corporation, or religious organization responsible for the transportation of the goods, property or people. Motor carrier companies are either for hire or private.

- **For Hire Motor Carrier means:** An entity engaged in the transportation of goods or passengers for direct compensation for that activity. In other words, its business is hauling persons or property. Examples include companies such as Roadway Express and Greyhound Bus Service.
- **Private Motor Carrier means:** An entity that provides transportation of property or passengers, by commercial motor vehicle, but is not a "for hire" motor carrier. Examples include Wal-Mart delivering products to its stores in vehicles it owns and operates for this purpose or a Marriott hotel providing complimentary airport shuttle bus service for its guests.

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Operating Category: Indication of the category of operating authority for the entity recorded in the Carrier Name field. Do not take into consideration where the trip on which the crash occurs starts and ends. For example; a motor carrier with Interstate authority that picks up a load in California and has a crash in California should still be recorded as **Interstate**. See included definitions.

Record whether this carrier is an;

- ☐ Interstate Carrier
- ☐ Intrastate Carrier
- ☐ Not In Commerce – Government
- ☐ Not In Commerce – Other Trucks (Over 10,000 lbs. GVWR/ GCWR)

Interstate Carrier – This selection is used for a carrier that has authority to operate across state lines. Interstate operators are required to have a USDOT Number.

Intrastate Carrier – This selection is used for a carrier that operates entirely within the state and does not have the authority to engage in interstate commerce. Intrastate operators are not required to have a USDOT Number. Operators of “commercial motor vehicles” as defined in the California Code, must apply for and display a CA Number when engaged in intrastate commerce.

Not In Commerce – Government – This selection is used for any government vehicle whether it is operated by the local, state, or federal government. In most circumstances, the government-owned vehicle will not have a USDOT Number. If this category is selected, record the name of the government entity responsible for the safe movement of the vehicle in "Carrier Name" and all other information available as normal.

Not In Commerce – Other Trucks - This selection is used for personal rental vehicles (e.g. - Uhaul, Ryder, Penske) that qualify by size (Over 10,000 lbs. GVWR/ GCWR) that are operated by a private individual. In these situations the rental company is NOT the carrier and should not be recorded. Rather, the word "Individual" should be recorded as the “Carrier Name”. Personal information (address, etc.) and USDOT Number fields are left blank. All other applicable fields would be recorded normally. If the investigating officer determines that a rental vehicle is being operated for commercial purposes, then it is appropriate to record the renting business entity as the responsible carrier.

Carrier Name: Many motor carriers around the country have the same or similar names, consequently providing the complete name is critical to accurately match this crash to a valid carrier listed in the Motor Carrier Management Information System (MCMIS). **Record the complete Carrier Name or "DBA" (Doing Business As) Name of the entity responsible for the trip on which the crash occurs. Do not put partial names or abbreviations.**

Carrier Street Address (P.O. Box only if no street address): Record the complete address of the responsible carrier.

City/State/Zip: Record the city, state and zip code of the responsible carrier.

Phone Number: Record the phone number of the responsible carrier.

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Carrier's Identification Number(s): A USDOT Number is an assigned number sequence required by FMCSA for all interstate carriers. In California, all operators of "commercial motor vehicles" as defined in the California Code, must apply for and display a CA Number when engaged in intrastate commerce. Not all commercial motor vehicles will have USDOT numbers.

Record the USDOT Number for the responsible carrier (entity recorded in the Carrier Name field) as it appears on the side of the vehicle (power unit) or with the operator's paperwork. If no USDOT is available, record the MC/MX# as the alternative.

If available, also record the CA Number for this vehicle.

Carrier ID Number(s): NONE _____ USDOT# _____ MC / MX# _____ State# CA _____

Sequence of Events

Record the code(s) for the events for this vehicle in the order in which they occurred time-wise in the crash. For crashes with more than four events in the sequence, omit the event(s) least relevant to describing the crash. See Appendix B for definitions of the codes.








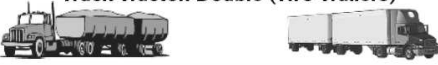

Non-Collisions	Non-Collisions (cont.)	Collision Involving/With (cont.)
1 Ran Off Road	8 Cross Median/Centerline	15 Train
2 Jackknife	9 Equipment Failure (tire, brakes, steering, etc.)	16 Pedalcycle
3 Overturn (Rollover)	10 Other Non-Collision	17 Animal
4 Downhill Runaway		18 Fixed Object
5 Cargo Loss or Shift	Collision Involving/With	19 Work Zone Maintenance Equipment
6 Explosion or Fire	12 Pedestrian	20 Other Moveable Object
7 Separation of Units	13 Motor Vehicle In-Transport	98 Other (Describe)
	14 Parked Motor Vehicle	

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INSTRUCTION MANUAL - Appendix A

(Vehicle Configuration and Cargo Body Type Definitions)

Vehicle Configuration Definitions

<p>Bus (9-15 Seats, Including Driver)</p> 	<p>Truck/Trailer (Single-Unit Truck Pulling a Trailer)</p> 
<p>Bus (16 or More Seats, Including Driver)</p> 	<p>Truck Tractor (Bobtail)</p> 
<p>Single-Unit (2 Axles, 6 Tires)</p> 	<p>Tractor/Semi Trailer (One Trailer)</p> 
<p>Single-Unit (3 or More Axles)</p> 	<p>Truck Tractor/Double (Two Trailers)</p>  <p>Truck Tractor/Triple (Three Trailers)</p> 

(1) Passenger Cars (only w/ hazmat placard) and (2) Light Trucks (only w/ hazmat placard):

Codes (1) and (2) are vehicle configurations less than 10,000 lbs. that are required to be recorded on the CHP 555D and entered into SAFETYNET because they are placarded for hazardous materials.

Buses:

To meet FMCSA crash reporting requirements, any vehicle designed to transport 9 or more persons including the driver is recorded as a "bus" on the Truck and Bus Collision Report Supplement (CHP 555D). Buses are recorded identically in both Vehicle Configuration and Cargo Body Type. Buses fit into one of two categories based upon a division by the number of actual seats in the vehicle.

(3) Bus (seats for 9-15 people, including driver)

(4) Bus (seats for 16 or more people, including driver)

Single-Unit Trucks:

Single-unit trucks are vehicle configurations designed to transport property, where the cargo carrying capability of the vehicle is integral to the body of the vehicle (i.e. - it does not carry its cargo in an attached trailer). These vehicles when greater than 10,000 lbs. GVWR are recorded on the CHP 555D and reported to FMCSA. Single-unit trucks are grouped based upon number of tires and axles present (up or down position).

(5) Single-Unit Truck (2 axles, 6 tires)

(6) Single-Unit Truck (3 or more axles)

(7) Truck Trailers:

Truck trailers are vehicle configurations consisting of any single-unit truck with an attached trailer for hauling cargo. When truck trailers have two different cargo body types between the truck and its attached trailer, select the cargo body type for the power unit (truck) in the combination. If the truck has no applicable primary cargo body type (e.g. a pickup), use the trailer's cargo body type. Also of note, truck trailers can include light trucks (less than 10,000 lbs. GVWR) pulling trailers that increase the GCWR (Gross Combination Weight Rating) to over 10,000 lbs.

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INSTRUCTION MANUAL - Appendix A

(Vehicle Configuration and Cargo Body Type Definitions)

Truck Tractors and Semi-trailers:





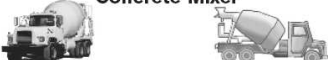










A Truck Tractor is a vehicle configuration consisting of a power-unit designed to draw/pull a semi-trailer. Thus, the truck tractor itself has no cargo carrying capability without an attached semi-trailer. A semi-trailer is constructed so that some part of the weight rests upon the power unit. A truck tractor towing other vehicles is considered a "truck tractor" vehicle configuration. These vehicle configurations are recorded on the CHP 555D based upon the presence and number of attached semi-trailers as follows.

- (8) Truck Tractor (without trailer, bobtail or saddlemount)
- (9) Tractor Semi-trailer (one trailer)
- (10) Tractor/Doubles (two trailers)
- (11) Tractor/Triples (three trailers)

(99) Other Trucks Greater than 10,000 lbs.:

These are vehicle configurations that qualify by size but don't fit into any of the previous configuration categories. Typically this would apply to vehicles such as farm equipment or heavy machinery.

Cargo Body Type Definitions

Bus (9-15 Seats, Including Driver) 	Dump 	Pole 
Bus (16 or More Seats, Including Driver) 	Concrete Mixer 	Log 
Van/Enclosed Box 	Auto Transporter 	Intermodal Chassis 
Cargo Tank 	Garbage/Refuse 	Vehicle Towing Motor Vehicle 
Flat Bed 	Grain, Chips, Gravel 	No Cargo Body 

(0) Not Applicable / No Cargo Body:

Code (0) should be used for passenger vehicles that are included on the CHP 555D because they are placarded for hazardous materials **AND** for vehicles with no cargo hauling capability such as fire trucks or truck tractors without a semi-trailer.

Buses:

Buses are recorded identically in both Vehicle Configuration and Cargo Body Type. Buses fit into one of two categories based upon a division by the actual number of seats in the vehicle.

- (1) Bus (seats for 9-15 people, including driver)
- (2) Bus (seats for 16 or more people, including driver)

(3) Van / Enclosed Box:

This code describes a cargo body type having an enclosed body integral to the frame of the motor vehicle or trailer. This should not be used for auto transporters or open hopper cargo bodies utilizing a protective cover. It applies to both enclosed trailers and cargo vans. This is the most common cargo body type for trucks.

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INSTRUCTION MANUAL - Appendix A
(Vehicle Configuration and Cargo Body Type Definitions)

(4) Cargo Tank:

This code describes a cargo body type designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.) or gas bulk (propane).

(5) Flatbed: This code describes a cargo body type without sides or a roof, with or without readily removable stakes which may be tied together with chains, slats or panels. This would include "stake body" trucks.

(6) Dump:

This code describes a cargo body type that tilts to discharge its load by gravity. "Belly dump" trailers that discharge the load through a gate in the bottom without tilting are given the body type "grain, chips or gravel".

(7) Concrete Mixer:

This code describes a cargo body type specifically designed to transport and mix concrete.

(8) Auto Transporter:

This code describes a cargo body type that is specifically designed to transport multiple, fully assembled automobiles. Single-unit flatbed tow-trucks hauling cars DO NOT qualify. Auto transporters are typically configured as truck-trailers.

(9) Garbage / Refuse:

This code describes a cargo body type that is specifically designed to collect and transport garbage or refuse and recyclables. It includes conventional, rear-loading and "roll-off" style garbage trucks.

(10) Grain, Chips, Gravel:

This code describes a cargo body type used for hauling these or other similar bulk commodities. They may be referred to as "open hoppers" or "belly dumps".

(11) Pole:

This code describes a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The "pole" extends or retracts to accommodate varying lengths of cargo.

(12) Vehicle Towing another Motor Vehicle:

This code refers to vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle. These are often called "drive-away or tow-away" and will be applicable to tow trucks and specially rigged truck tractors.

(13) Intermodal Chassis:

This code describes a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case flatbed is the cargo body type.

(14) Logging:

This code describes a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs. If the trailer can "telescope" to carry different log lengths, then it should be considered a pole trailer.

(98) Other Cargo Body (not listed above):

This code describes a cargo body type that does not fit into any of the previous codes.

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INSTRUCTION MANUAL - Appendix B
(Sequence of Events Definitions)

Non-Collision Attributes:

(1) Ran-off-road - is used if the driver loses control of the vehicle and leaves the roadway (travel lanes).

(2) Jackknife - applies to a condition that occurs to an articulated vehicle (any vehicle with a trailing unit(s) connected by a hitch); while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit.

(3) Overturn (Rollover) - is used when a vehicle rotates 90° or more, side-to-side or end-to-end. Also may be referred to as a "Rollover". An Overturn or Rollover should be treated as a single event when a vehicle performs multiple rotations in a crash.

(4) Downhill Run-Away- refers to a vehicle that loses control due to brake failure on a downhill grade.

(5) Cargo Loss or Shift - refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. As an event in the sequence for this vehicle, the loss or shift does not have to be harmful. For example, tractor trailer rounds a sharp curve, causing cargo in its trailer to shift precipitating an overturn.

(6) Explosion or Fire - can occur as the cause of the accident or the result of one.

(7) Separation of Units - is used when a trailing unit separates from its power unit or another trailing unit(s).

(8) Cross Median/Centerline - is used when a vehicle completely crosses the median and enters the shoulder or travel lanes on the opposite side of a divided highway. It also includes crossing over the centerline of a two-way undivided highway.

(9) Equipment Failure (Tires, Brakes, Steering, etc.) - Examples include defective: tires/wheels/rims, brakes, steering, suspension, power train, lighting systems, trailer hitch, air bag, wipers, etc.

(10) Other Non-Collision - would include events such as: vehicle went airborne (driving off a cliff), injured in vehicle (load passes through rear window), gas inhalation (carbon monoxide), fell from vehicle, or thrown or falling object (falling tree/rock).

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INSTRUCTION MANUAL - Appendix B
(Sequence of Events Definitions)

Collision Involving/With Attributes:

(12) Pedestrian - persons traveling on their feet, standing, or sitting. This code also includes persons on Personal Conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling. Examples include; skateboard riders, people in wheelchairs, roller skates, motorized scooters, etc.

(13) Motor Vehicle In-Transport - Use this code when one motor vehicle collides with another motor vehicle in motion, or on a roadway (In-Transport). Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc. In roadway lanes used for travel during rush hours and parking during off peak periods, a parked motor vehicle is "in-transport" during periods when parking is forbidden.

(14) Parked Motor Vehicle- refers to the collision of a motor vehicle in-transport with a motor vehicle not in-transport. Parked motor vehicles include vehicles in designated parking spaces, stopped off the roadway (stopped on the shoulder, median, roadside) and those parked in the roadway in lanes not designated for travel at the time of accident.

(15) Train- used when qualifying vehicle strikes a train, cable car or trolley which are on rails. Cable cars and trolleys not on rails are considered motor vehicles in-transport.

(16) Pedalcycle - Includes persons riding non-motorized bicycles, tricycles, unicycles. Also includes passengers on those devices.

(17) Animal - is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device. (See code "20 – Other Movable Object" for dead animals in the Roadway)

(18) Fixed Object- refers to permanent or semi-permanent structures such as boulders, impact attenuators, bridges, concrete traffic barriers, embankments, culverts, standing trees, etc.

(19) Work Zone/Maintenance Equipment- Use this code when this motor vehicle strikes a construction, maintenance or utility vehicle in the process of working and not "in-transport." For example, a "cherry picker" working on telephone lines.

(20) Other Movable Object- refers to temporary or not-fixed objects such as ridden animals or animals drawing a device, construction barrels or cones, temporary highway signs, animal carcasses or fallen trees in the roadway.

(98) Other (Describe): - refers an event not described by any of the previous codes. Provide a brief description of the event.